

NOTES:

1. EXISTING ASPHALT CONCRETE SHALL BE CUT AND REMOVED IN SUCH A MANNER SO AS NOT TO TEAR, BULGE OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL. ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO STREET CENTERLINE, WHEN PRACTICAL.
2. THE REMOVED PAVEMENT SECTION SHALL BE REPLACED WITH BASE MATERIAL AND ASPHALT CONCRETE. THE MINIMUM THICKNESS OF THE REPLACEMENT ASPHALT CONCRETE (A) SHALL BE: $A=(B+1")$
REPLACEMENT BASE SHALL BE CRUSHED AGGREGATE BASE 4" MIN. THICK.
IF AGGREGATE BASE IS TO BE REPLACED WITH ASPHALT CONCRETE, THEN THE MINIMUM THICKNESS OF THE ASPHALT CONCRETE SHALL BE:
ON COMPACTED BACKFILL - $A=(B+1") + (C/2)$
ON SLURRY BACKFILL - $A=(B+1") + (2C/3)$
(SEE SLURRY REQUIREMENTS BELOW)
IF CEMENT TREATED BASE - $A=(B+1") + (2C/3)$
3. A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR RS-1) SHALL BE APPLIED TO ALL SURFACES WHICH WILL BE IN CONTACT WITH THE REPLACEMENT ASPHALT CONCRETE.
4. THE FINISH COURSE FOR RESURFACING SHALL BE LAID DOWN USING A SPREADER BOX. ALL RESURFACING SHALL BE SEAL COATED WITH AN EMULSIFIED ASPHALT AND COVERED WITH SAND. *CHIP SEALING SHALL BE APPLIED AS REQUIRED BY THE CITY.
5. ASPHALT CONCRETE RESURFACING TO BE TYPE III, C-3 AR4000 FOR TOP COURSE (4" MAX. THICKNESS) (1/2" AGGREGATE). IF GREATER THAN 4" USE 2 OR MORE LIFTS.
TOP LIFT WITH 1/2" AGGREGATE; LOWER LIFTS WITH 3/4" AGGREGATE.
6. SLOUGHING OF TRENCH UNDER PAVEMENT SHALL BE CAUSE FOR REQUIRING ADDITIONAL PAVEMENT AND BASE. LIMITS OF WORK TO BE DETERMINED BY THE CITY ENGINEER.
7. EXISTING STRIPING AND/OR TRAFFIC SIGNAL LOOPS TO BE REPLACED WITHIN 5 WORKING DAYS.
8. IF TRENCH IS LOCATED WITHIN A BIKE LANE, ENTIRE BIKE LANE WIDTH SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM. IF TRENCH IS WITHIN 24" OF A CONCRETE STRUCTURE (LIP OF GUTTER) AREA BETWEEN TRENCH AND STRUCTURE TO BE COLD-PLANED AS ABOVE.
IF TRENCH IS WITHIN A TRAVEL LANE OF A PRIME, MAJOR OR COLLECTOR STREET, THE ENTIRE LANE SHALL BE COLD-PLANED AND RESURFACED.
9. *IF THE STREET HAS EXISTING PAVEMENT FABRIC, THEN FABRIC OF A SIMILAR QUALITY MUST BE USED IN THE TRENCH REPAIR.

TYPE "I" ONLY (NARROW TRENCH)

10. CEMENT SLURRY BACKFILL;
 - A. CEMENT SLURRY BACKFILL SHALL HAVE A MAXIMUM SLUMP OF 5 INCHES.
 - B. CEMENT SLURRY BACKFILL SHALL BE THOROUGHLY CONSOLIDATED TO ENCASE CONDUITS. TAMPERS OR VIBRATORS SHALL BE USED.
 - C. LEAN CONCRETE (TRENCH BACKFILL SLURRY) AS SPECIFIED IN SECTION 201-1.1.2 OF THE GREEN BOOK CONCRETE CLASS 100-E-100.
 - D. ALLOW CEMENT SLURRY BACKFILL 24 HOURS MINIMUM TO CURE BEFORE RESURFACING.
11. TYPE "I-1" REQUIRES THE PLACEMENT OF THE PETROTAC TYPE PAVEMENT FABRIC AFTER THE PLACEMENT OF THE TACK COAT, TACK COAT MUST BE APPLIED OVER PETROTAC.
12. IN STREET WITH FABRIC REINFORCING MATERIAL INSTALLED, SLURRY BACKFILL SHALL BE BROUGHT UP TO THE EXISTING FABRIC MATERIAL.

*ITEMS, IF THEY APPLY, TO BE KNOWN AT TIME OF PERMIT.

Revised:	Original approval date: 2-13-90	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT	
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